

## ROMAR TRANSPORTATION SYSTEMS CSM Site Summary

### ROMAR TRANSPORTATION SYSTEMS

Oregon DEQ ECSI #: 2437

9333 N. Time Oil Road

DEQ Site Mgr: No PM

Latitude: 45.6149°

Longitude: 122.7741°

Township/Range/Section: 2N/1W/35

River Mile: 3.8 West bank

LWG Member ☐ Yes ☒ No

Upland Analytical Data Status: ☐ Electronic Data Available ☒ Hardcopies only

#### 1. SUMMARY OF POTENTIAL CONTAMINANT TRANSPORT PATHWAYS TO THE RIVER

The current understanding of the transport mechanism of contaminants from the uplands portions of the RoMar Transportation Systems site to the river is summarized in this section and Table 1, and supported in following sections.

##### 1.1. Overland Transport

The site is approximately 2,500 feet from river and 900 feet from the International Terminals slip. The site is relatively flat, and approximately half the property is currently occupied by buildings or is covered with pavement. There is no information on current or historical sheet runoff to the river, although the distance from the river reduces the likelihood of overland transport.

##### 1.2. Riverbank Erosion

The site is not adjacent to the river.

##### 1.3. Groundwater

Limited information is available for RoMar. No groundwater investigations have been completed at the site; therefore, there is no documentation of groundwater contamination (DEQ 2004a)

##### 1.4. Direct Discharge (Overwater Activities and Stormwater/Wastewater Systems)

DEQ (1999) concluded that stormwater runoff is the most likely pathway from the site to the river, although there are no discharge permits. According to maps on file at the City of Portland, it appears that stormwater is directed to the shared Schnitzer stormwater system that discharges at private outfall 19. DEQ concluded that a portion of stormwater runoff from the property appears to have historically (and perhaps currently) flowed to the International Terminals slip.

The site is not adjacent to the river so there are no overwater activities.

##### 1.5. Relationship of Upland Sources to River Sediments

See Final CSM Update.

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### 1.6. Sediment Transport

The site is not adjacent to the river.

## 2. CSM SITE SUMMARY REVISIONS

Date of Last Revision: May 31, 2005

## 3. PROJECT STATUS

A Phase I Environmental Site Assessment (EMG 1997) recommended no further action at the site. In 2000, DEQ (2004a) recommended that a preliminary assessment should be conducted, under medium priority.

Activity	Date(s)/Comments
PA/XPA	<input type="checkbox"/>
RI	<input type="checkbox"/>
FS	<input type="checkbox"/>
Interim Action/Source Control	<input type="checkbox"/>
ROD	<input type="checkbox"/>
RD/RA	<input type="checkbox"/>
NFA	<input type="checkbox"/>

DEQ Portland Harbor Site Ranking (Tier 1, 2, 3, or Not ranked): Tier 3

## 4. SITE OWNER HISTORY

Source: DEQ 1999.

Owner/Occupant	Type of Operation	Years
RoMar Transportation Systems, RoMar Realty	Commercial warehouse	1994 - present
Schnitzer Investment Corp.	Undeveloped, scrap metal storage	at least 1966 - 1994

## 5. PROPERTY DESCRIPTION

The site description information summarized in this section was obtained from DEQ (1999, 2004a) and EMG (1997). The RoMar site is located approximately 2,500 feet east of the Willamette River and about 900 feet north of the International Terminals slip (Figure 1). The site is surrounded by property owned by Schnitzer Investment Corporation. The site is zoned for industrial use. Approximately 15 residences lie within 0.7 miles of the facility (DEQ 1999).

The 13.6-acre site is relatively flat and is occupied by a large 76,000-square-foot warehouse, landscaped areas, and paved parking lots/drive areas. Approximately 7 acres on the west side of the site are undeveloped and grass-covered (see Figure 1). There are no DEQ records of USTs at the site. EMG (1997) reported one AST used for propane; Salzman (1992, pers. comm.) reported a single petroleum AST (possibly for diesel fuel). According to maps on file at the City of Portland, it appears that stormwater is directed to the shared Schnitzer stormwater system that discharges at private outfall 19.

## 6. CURRENT SITE USE

EMG (1997) reports that site is occupied by a commercial warehouse and is used for storage of clothing,

parts, and lumber. The facility currently does not generate, treat, or store any hazardous wastes.

## 7. SITE USE HISTORY

The site was undeveloped until a warehouse was constructed in 1994. EMG (1997) and DEQ (1999) report that prior to building construction, the site was used by Schnitzer Steel Company for storage of various scrap iron, steel, and wood items. They also report that scrap metal parts containing PCB oils resulted in soil contamination (see Section 10).

## 8. CURRENT AND HISTORIC SOURCES AND COPCS

The understanding of historic and current potential upland sources at the site is summarized in Table 1. The following sections provide a brief overview of the potential sources and COPCs at the site requiring additional discussion.

### 8.1. Uplands

Scrap metal parts containing PCB oils were stored on the site prior to 1994 and resulted in soil contamination (TAG 1993).

### 8.2. Overwater Activities

☐ Yes ☒ No

The site is not adjacent to the river.

### 8.3. Spills

No known or documented spills at the RoMar site were obtained either from DEQ's Emergency Response Information System (ERIS) database for the period of 1995 to 2004, from oil and chemical spills recorded from 1982 to 2003 by the U.S. Coast Guard and the National Response Center's centralized federal database [see Appendix E of the Portland Harbor Work Plan (Integral et al. 2004)], from facility-specific technical reports, or from DEQ correspondence.

## 9. PHYSICAL SITE SETTING

The RoMar Realty site is located approximately 2,500 feet east of the Willamette River and 900 feet north of the International Terminals slip (DEQ 1999).

### 9.1. Geology

The property occupied by RoMar Transportation Systems consisted of low-lying marshlands until 1943, after which fill was added and barracks were constructed for the Oregon Shipbuilding Corporation (Bridgewater 2000). Several soil investigations focused on delineation and removal of PCB-contaminated soil have been completed on the property. Based on available information, the maximum depth of exploration during these investigations was 4 feet bgs (Bridgewater 2000). Available files indicate limited information regarding the geology at the site. Based on the lithologic log from an industrial production well at an adjacent property (Northwest Property Company – ECSI #138), underlying any thickness of fill material are Quaternary deposits consisting of interbedded sands and silty clay to an approximate depth of 160 feet bgs. Below 160 to 220 feet bgs, the Quaternary deposits are predominantly composed of sand with gravel lenses (CH2M Hill 2000). The coarser-grained material may represent Pleistocene flood gravels (Quaternary deposit) and/or possibly the Troutdale Formation. Between 220 and 258 feet bgs, silty clay and clay with minor lenses of gravel were noted (CH2M Hill 2000). The latter unit may represent the Sandy River Mudstone. The total depth explored during installation of the onsite industrial production well was 258 feet bgs. The Oregon Water Resources Department well identification number for the onsite industrial production well is MULT 1824.

## 9.2. Hydrogeology

Available information indicates that no hydrogeologic data have been collected at the site. Based on information from adjacent sites (Schnitzer Burgard Industrial Park and Northwest Pipe), localized zones of perched groundwater may be present within the dredge fill. Such perched zones have been encountered at a depth of about 15 to 20 feet on nearby properties. The presence and extent of the perched zones are expected to be variable and related to the presence of silt content within the dredge fill. The groundwater flow gradients in the perched zones are anticipated to be variable and relatively low; discharge from the perched groundwater zones either discharges toward the river or infiltrates downward into the underlying dredge fill and alluvial deposits (Bridgewater 2001). A more continuous unconfined groundwater zone is anticipated within alluvial deposits underlying the dredge fill (Bridgewater 2001) and potentially including the lower portions of the dredge fill itself. The groundwater flow direction in the alluvial groundwater zone is generally to the west toward the Willamette River, with local variations in groundwater flow expected (Bridgewater 2001).

## 10. NATURE AND EXTENT (Current Understanding)

The current understanding of the nature and extent of contamination for the uplands portions of the site is summarized in this section.

### 10.1. Soil

#### 10.1.1. Upland Soil Investigations

☒ Yes ☐ No

Soil investigations were conducted in 1992 - 1993 prior to warehouse building construction (Salzman 1992, pers. comm.; EMS 1993; EMG 1997; DEQ 1999). The results are summarized below.

Analyte	Minimum Concentration (ppm)	Maximum Concentration (ppm)
<b>Surface (up to 2-ft depth)</b>		
Cadmium (TCLP)	ND	0.04
Chromium (TCLP)	ND	ND
Lead (TCLP)	ND	ND
PCBs	0.92	20
Pesticides	ND	ND
<b>Subsurface (depths ranging from 2.5 to 8 ft)</b>		
VOCs	ND	ND
TPH	ND	84
PCBs	0.072 (one sample)	

\*ND = not detected. Detection limits not reported.

Shallow surface soil samples contained up to 20 ppm PCBs (DEQ 1999, EMG 1997). TAG (1993) reported that "trace" (concentration not reported) amounts of PCBs were also found in a dark gray substance found at the 4-foot depth at two sample locations. TAG (1993) concluded that the site was "contaminated with trace amounts of PCBs generally across its surface, and to a high degree of certainty, only at the surface." Contaminated soils were removed and disposed of at a landfill in July 1993 (EMG 1997). Following soil

removal, PCBs were undetected in four confirmation samples. DEQ (1999) reported that excavated soils appeared to contain 320 ppm PCBs, and that the extent of excavation and location/adequacy of soil confirmation samples was not clear.

**10.1.2. Riverbank Samples**

☐ Yes ☒ No

The site is not adjacent to the river.

**10.1.3. Summary**

Soil samples were analyzed for PCBs, leachable metals, volatile organic hydrocarbons and petroleum hydrocarbons. Except for PCBs, all constituents measured in soils in 1992 – 1993 were determined by EMG (1997) to be below applicable state cleanup standards (no standards or reference provided by EMG). Surface soils contaminated with PCBs were removed from the site in 1993, and confirmation samples did not contain detectable PCBs. The Phase 1 site assessment conducted in 1997 concluded that sampling was adequate and recommended no further action at the site (DEQ 1999). However, DEQ has recommended that a preliminary assessment should be conducted (DEQ 2004a).

Until the early 1990s, most of the site was unpaved and used for storage of miscellaneous scrap metal. Historic drainage pathways from the site are unknown, but the distance from the site to the International Terminals slip (~900 ft) makes overland transport of contaminated soil in sheet runoff unlikely.

**10.2. Groundwater**

**10.2.1. Groundwater Investigations**

☐ Yes ☒ No

There is documented PCB and TPH soil contamination at the site; however, no groundwater investigations have been performed to assess groundwater quality at the site.

**10.2.2. NAPL (Historic & Current)**

☐ Yes ☒ No

**10.2.3. Dissolved Contaminant Plumes**

☐ Yes ☒ No

**Plume Characterization Status** ☐ Complete ☐ Incomplete

Not applicable.

**Plume Extent**

Not applicable.

**Min/Max Detections (Current situation)**

Not applicable.

**Current Plume Data**

Not applicable.

**Preferential Pathways**

Not applicable.

**Downgradient Plume Monitoring Points (min/max detections)**

Not applicable.

**Visual Seep Sample Data**

☐ Yes ☒ No

This site is not adjacent to the river, so seeps along the river cannot be directly related to

the RoMar site.

**Nearshore Porewater Data**

Not applicable.

**Groundwater Plume Temporal Trend**

Not applicable.

**10.2.4. Summary**

No groundwater investigations have been conducted at the RoMar site.

**10.3. Surface Water**

Surface water drainage pathways from the site are unclear. TAG (1993) field observations note a surface impoundment and low trenched area or drainage way with sedimentary material. EMG (1997) reported that stormwater from parking surfaces and driveways is directed to catch basins and curbsides; stormwater from vegetated surface areas is also directed to the curbsides.

There are no discharge permits, and DEQ reported that information concerning drainage pipelines from the site was not readily available. DEQ (1999) concluded that a portion of stormwater runoff from the property likely flows to the International Terminals slip.

**10.3.1. Surface Water Investigation**

☐ Yes ☒ No

**10.3.2. General or Individual Stormwater Permit [Current or Past]**

☐ Yes ☒ No

DEQ's wastewater permit database (DEQ 2004b) does not list any permits for RoMar.

**Do other non-stormwater wastes discharge to the system?**

☐ Yes ☒ No

**10.3.3. Stormwater Data**

☐ Yes ☒ No

**10.3.4. Catch Basin Solids Data**

☐ Yes ☒ No

**10.3.5. Wastewater Permit**

☐ Yes ☒ No

DEQ's wastewater permit database (DEQ 2004b) does not list any permits for RoMar.

**10.3.6. Wastewater Data**

☐ Yes ☒ No

**10.3.7. Summary**

There are no current discharge permits for the site, and surface water drainage is unknown. DEQ (1999) concluded that stormwater from the site would likely flow to the International Terminals slip, but acknowledged that information concerning drainage pipelines from this site was not available.

**10.4. Sediment**

**10.4.1. River Sediment Data**

☐ Yes ☐ No

Not applicable. The site is not adjacent to the river.

**10.4.2. Summary.**

See Final CSM Update.

## 11. CLEANUP HISTORY AND SOURCE CONTROL MEASURES

### 11.1. Soil Cleanup/Source Control

Soil cleanup actions include removal of PCB-contaminated soil from the northwest portion of the site in July 1994. DEQ (1999) reported that 50 tons of soil were removed; EMG (1997) reported that 21 tons were removed. The contaminated soil was disposed of at an offsite landfill.

### 11.2. Groundwater Cleanup/Source Control

There is no history of groundwater cleanup or groundwater source control at the RoMar Transportation Systems site.

### 11.3. Other

No other source control or cleanup was reported.

### 11.4. Potential for Recontamination from Upland Sources

See Final CSM Update.

## 12. BIBLIOGRAPHY / INFORMATION SOURCES

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Integral, Windward, Kennedy/Jenks, Anchor Environmental, and Groundwater Solutions. 2004. Portland Harbor RI/FS Programmatic Work Plan. Prepared for the Lower Willamette Group, Portland, OR. Integral Consulting, Inc., Mercer Island, WA.

Salzman, D. 1992. Personal communication (letter of 1/22/92 to T. Zelenka, Schnitzer Investment Corp, Portland, OR). Environmental Management Solutions, Portland, OR.

TAG. 1993. Technical Review and Sampling Study of Schnitzer Investment Corp. Property at International Terminals Site in Portland, Oregon. Prepared for Schnitzer Investment Corp., Portland, OR. Technical Action Group, Inc.

**Figures:**

Figure 1: Site Features

**Tables:**

Table 1: Potential Sources and Transport Pathways Assessment

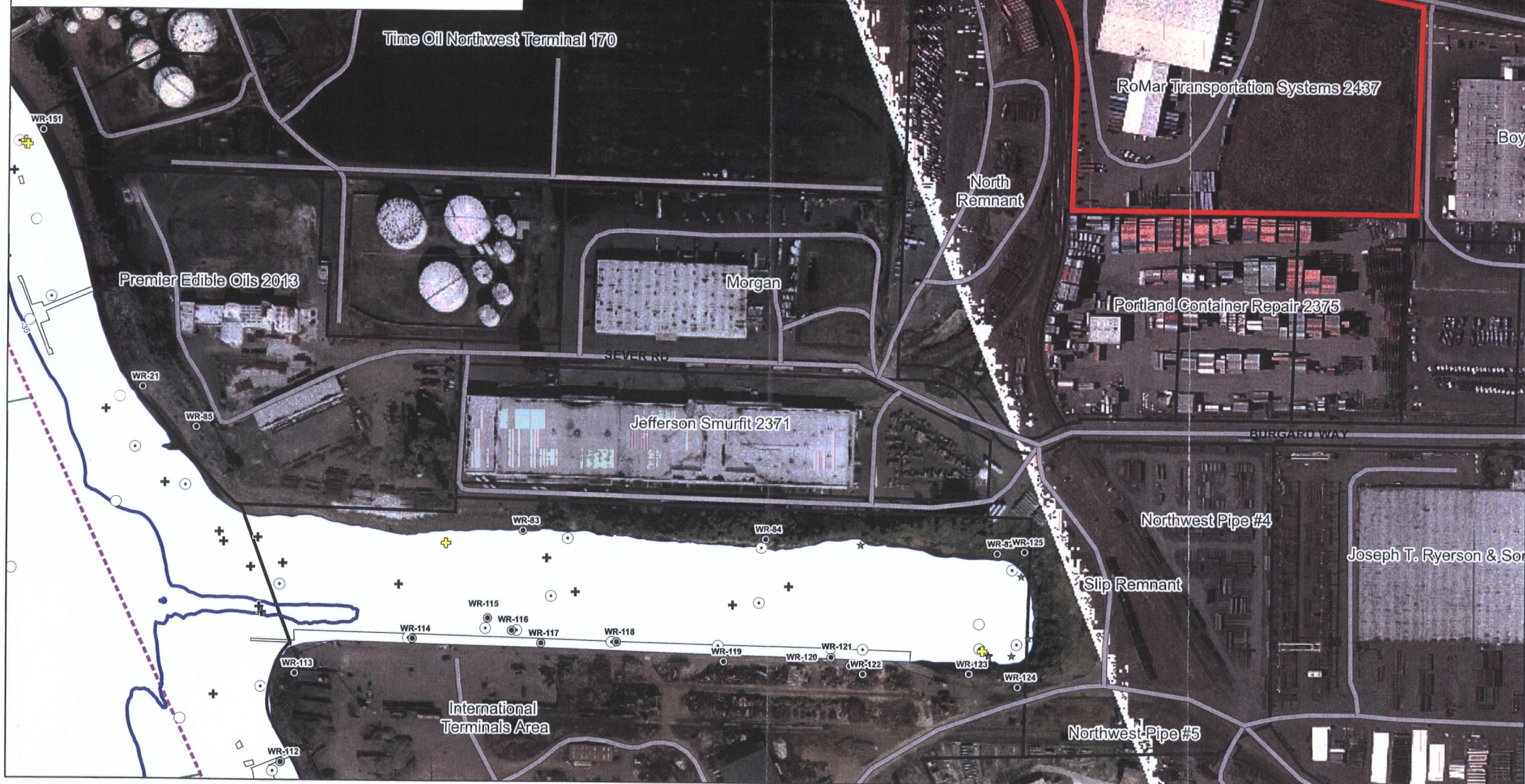
## **FIGURES**

Figure 1: Site Features

# Legend

## Round 1 and Historical Samples Not Queried for Inclusion in Table 2

- Round 1 Sediment Samples
- Historical Sediment Samples



Map Document: (C:\GIS\Projects\Portland\_Harbor\LWG-Map-Project\Conceptual\_Site\_Model\Sample\_Locations\_3rd\_Group.mxd)  
 Plot Date: 05/26/2005  
 Aerial Photo Date: October 2001.  
 Base Map features from Portland Metro's RLIS.  
 Outfall information contained on this map is accurate according to available records; however, the City of Portland makes no warranty, expressed or implied, as to the completeness or accuracy of the information published (updated March 2005).

### Legend

- Outfalls
- Seep Photo Location (Not location of actual Seep)
- Selected ECSI Site Property Boundary
- Navigation Channel
- Docks & In-water Structures
- River Miles
- 35ft. Contour (NAVD 88)
- Human Use Areas
- Dockside Worker
- Recreational Beach Use
- Transient
- LWG Round 2 Proposed Sediment Samples
- Surface Sample Only
- Core & Surface Sample



0 50 100 200 Feet

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Figure 1-Site Features  
 Portland Harbor RI/FS  
 Conceptual Site Model  
 RoMar Transportation Systems  
 ECSI 2437

## **TABLES**

**Table 1: Potential Sources and Transport Pathways Assessment**

**RoMar Transportation Systems #2437**

Table 1. Potential Sources and Transport Pathways Assessment

[illegible]

**Notes:**

All information provided in this table is referenced in the site summaries. If information is not available or inconclusive, a ? may be used, as appropriate. No new information is provided in this table.

✓ = Source, COI are present or current or historic pathway is determined to be complete or potentially complete.

? - There is not enough information to determine if source or COI is present or if pathway is complete.

Blank = Source, COI and historic and current pathways have been investigated and shown to be not present or incomplete.

**UST**      **Underground storage tank**

AST Above-ground storage tank

TPH Total petroleum hydrocarbons

**VOCs** Volatile organic compounds

**SVOCs** Semivolatile organic compounds

**PAHs** Polycyclic aromatic hydrocarbons

**BTEX** Benzene, toluene, ethylbenzene, and xylenes

**PCBs** Polychlorinated biphenols